



**TRUCKS & TRAILERS
RENTAL & LEASE**

TR GROUP LTD

**Making heavy vehicle fleet
management easy for you**

REAL December 2017 Torque

Contact maintenance for any questions on 0800 80 80 69

Wheel Offs

Wheels coming off a vehicle would have to be one of the scariest moments that anyone would experience. Therefore, TR Group is doing everything we can, along with the tyre providers, to prevent this occurring.

Here are a few signs that we should look out for when doing prestart checks before driving or relocating any TR Group or customer vehicles. Seeing these signs at their earliest will stop the worst-case scenario of the wheels coming off from happening.



Indicators facing different directions



Rust marks from nuts



Wheel nuts missing and rust marks

Here we have a couple of scenarios where the wheel nuts have come loose and elongated the stud holes on the rim (Fig.1). Fig.2 shows the worst-case scenario where the nuts have come loose and the studs have sheared off due to the forces of the wheels wobbling.



Elongated holes in rim



Studs sheared off



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When a rim and tyre come off they are a 120kg out of control missile.

Here is some interesting figures on the distance it travels per second at 90kph.

	Mass	Velocity	Velocity	Kinetic Energy
	(kg)	(km/h)	(m/s)	(J)
Tyre + Rim	100	90	25.00	31,250



To prevent any wheel offs on TR Group vehicles we have been fitting the standard wheel nut indicators. These are the industry standard. With these you cannot see the wheel nuts coming loose at 90kph. (These are a visual indicator only.)

After a lot of research and discussion around what would be the best form of wheel nut indicator to assist with preventing this we are going to go with the Zafety Lug Lock.

Features include:

- ▶ **Fast & easy to install**
- ▶ **Retorque without removal**
- ▶ **Reusable**
- ▶ **Do not stretch or melt**
- ▶ **A solution, not just an indicator**



Requires a retorque



No retorque required

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TR Tips

Tips and tricks

- ▶ Ensure faces of rims are free from dirt & grit.
- ▶ Lubricate stud with copper cote anti seize or similar.
- ▶ Lubricate washer on ISO nuts to ensure correct torque and prevent binding.
- ▶ Torque to manufacturer's setting in the correct sequence.
- ▶ Use a calibrated torque wrench at all times.
- ▶ Make sure Zafety Lug Lock indicators are fitted.
- ▶ Wheels to be retorqued between 80 – 100kms travelled.
- ▶ Ensure daily prestart checks are undertaken.
- ▶ Log rego on TR Omni online retorque to ensure retorque is done.